

**S**YSTEM **P**LANNING & **A**NALYSIS **R**EPORT

**S-38**

T. H. 19

FROM MAIN STREET TO STATE STREET  
IN CANNON FALLS

S. P. 2503-15

FEBRUARY, 1971

PREPARED BY  
**OFFICE OF SYSTEM PLANNING**



**MINNESOTA  
DEPARTMENT  
OF HIGHWAYS**



STATE OF MINNESOTA

DEPARTMENT HIGHWAY

## Office Memorandum

TO : Paul G. Velz  
Road Design Engineer

DATE: February 17, 1971

FROM : Morris Gildemeister, Chief  
Statewide Planning Section

SUBJECT: TH 19, from Main Street to State Street in  
Cannon Falls  
SP 2503-15  
System Planning & Analysis Report S-38

The Statewide Planning Section transmits this report in response to V.J. Harty's November 6, 1970 request for the 1992 ADT, DHV, and HCADT for the project location shown on the map on page 2.

The estimated 1992 ADT volumes are shown on the map on page 3.

For each segment numbered on the map on page 3, the following data are tabulated on page 4:

- (a) Total ADT
- (b) Vehicle Type Distribution
- (c) Total HCADT
- (d) Total DHV without Directional Distribution
- (e) Directional Distribution of DHV

Segment 1, with a 1992 ADT of 4940, has the highest ADT on the project section of TH 19. This segment has a 1970 ADT of 3480 vehicles.

The basic data, method and assumptions used to prepare this report are presented on page 5.

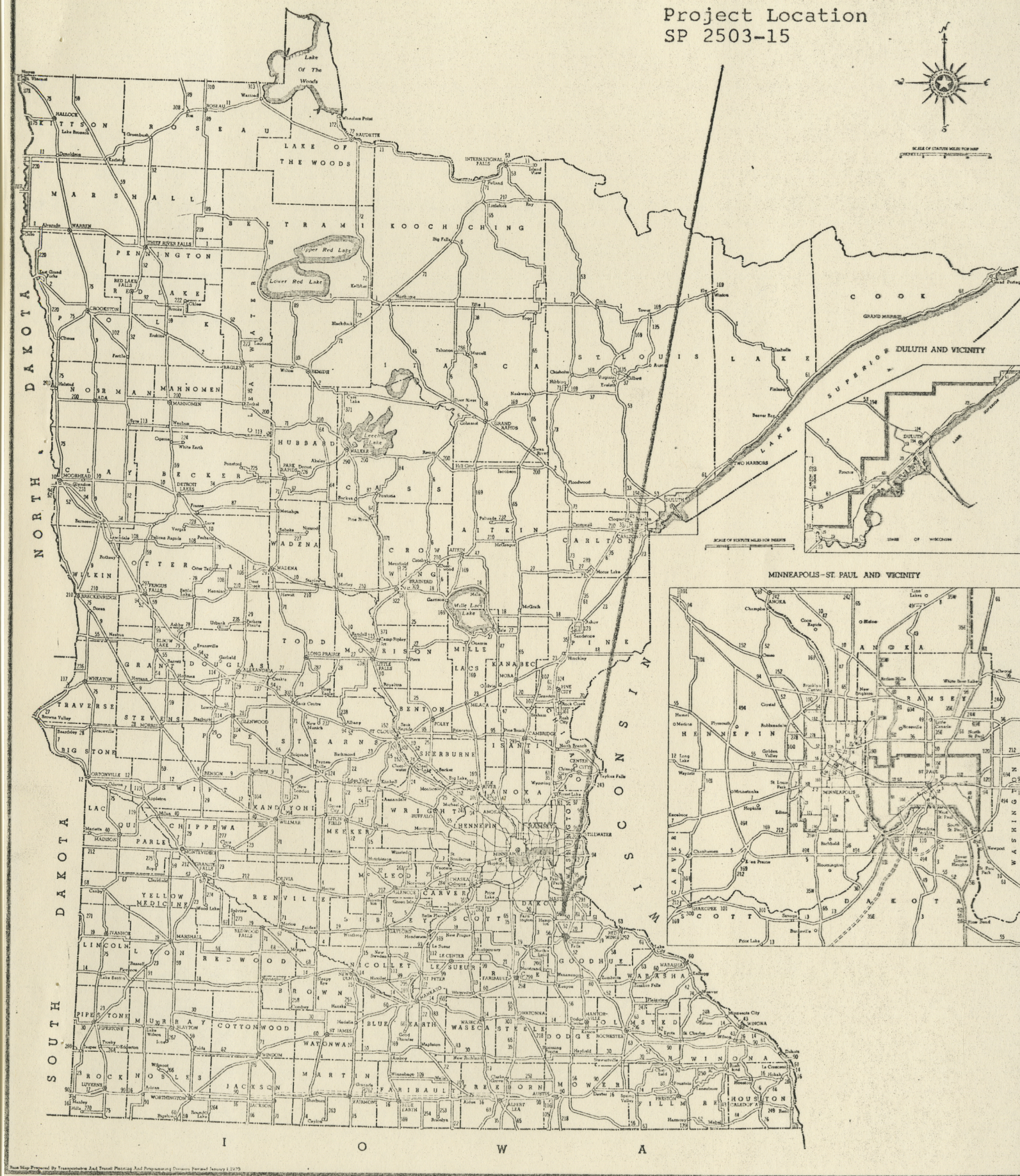
*Morris Gildemeister*

Morris Gildemeister, Chief  
Statewide Planning Section

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STATE OF MINNESOTA  
DEPARTMENT OF HIGHWAYS  
WORK MAP

Project Location  
SP 2503-15





# CANNON FALLS

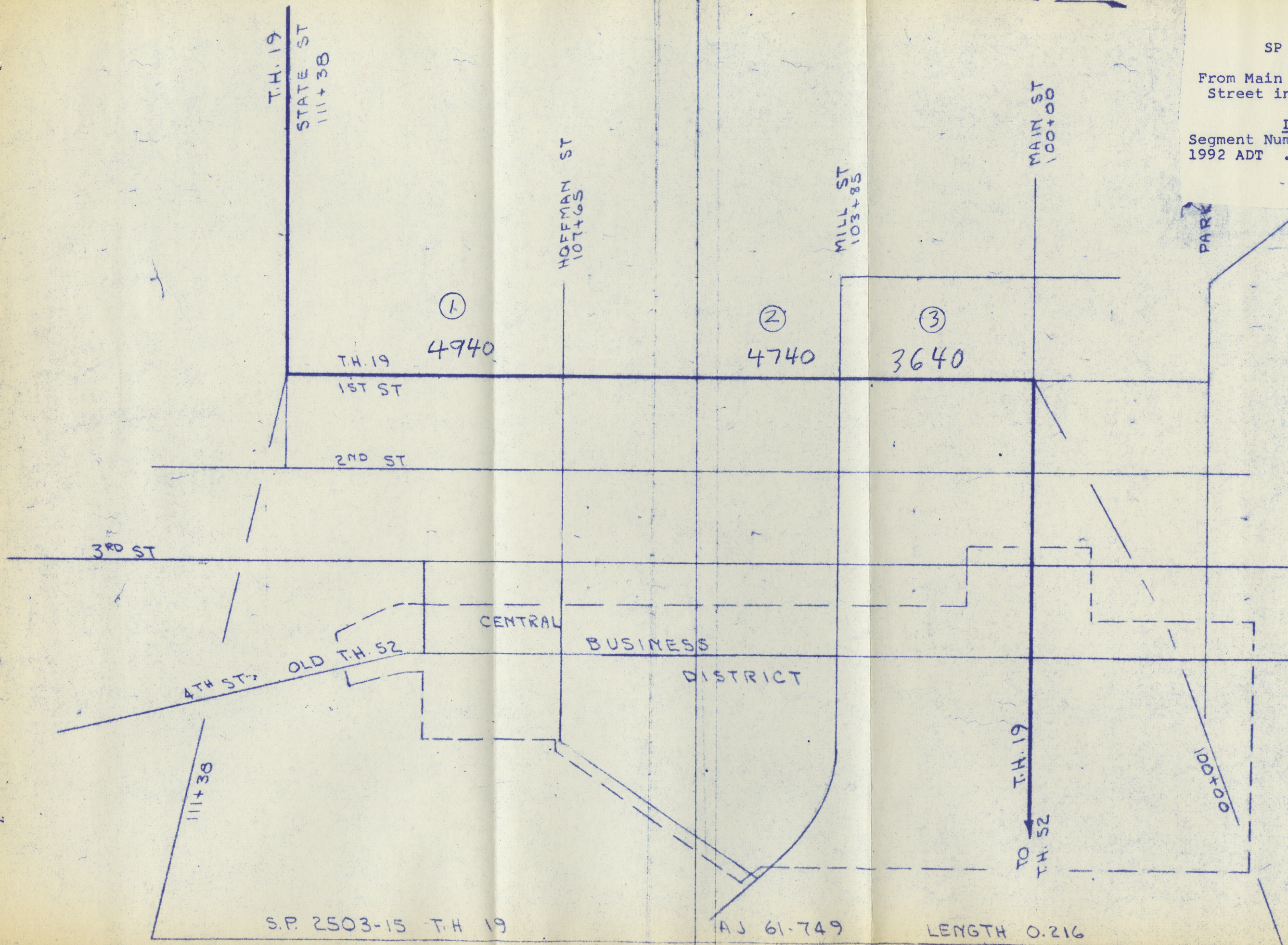
S-38  
February, 1971

TH 19

SP 2503-15

From Main Street to State Street in Cannon Falls

Legend  
Segment Number . . . . . ③  
1992 ADT . . . . . 3640





## TRAFFIC ESTIMATE DATA

DESIGN YEAR 1992 PART 1 OF 1FORT.H. 19 S.P. 2503-15 LENGTH - MILESCOUNTY Goodhue LOCATION From Main Street  
to State Street in Cannon FallsBASED ON1992 ADT FROM TRAFFIC ANALYSIS UNITSHOWINGTOTAL ADT ON SEGMENTS 1 THROUGH 3 AS

DEFINED ON ATTACHED INDEX MAP

| VEHICLE #<br>TYPE           | SEGMENT NUMBER |           |           |  |  |  |  |  |  |  |  |
|-----------------------------|----------------|-----------|-----------|--|--|--|--|--|--|--|--|
|                             | 1              | 2         | 3         |  |  |  |  |  |  |  |  |
| 0                           | 4441           | 4259      | 3256      |  |  |  |  |  |  |  |  |
| 1                           | 207            | 199       | 153       |  |  |  |  |  |  |  |  |
| 2                           | 20             | 19        | 15        |  |  |  |  |  |  |  |  |
| 3                           | 10             | 10        | 9         |  |  |  |  |  |  |  |  |
| 4                           | 5              | 5         | 4         |  |  |  |  |  |  |  |  |
| 5                           | 69             | 68        | 64        |  |  |  |  |  |  |  |  |
| 6                           | 188            | 180       | 139       |  |  |  |  |  |  |  |  |
| TOTAL ADT                   | 4940           | 4740      | 3640      |  |  |  |  |  |  |  |  |
| TOTAL H.<br>COMM. ADT       | 499            | 481       | 384       |  |  |  |  |  |  |  |  |
| TOTAL DHV                   | 598            | 574       | 448       |  |  |  |  |  |  |  |  |
| DIRECTIONAL<br>DISTRIBUTION | 60-<br>40      | 60-<br>40 | 60-<br>40 |  |  |  |  |  |  |  |  |

## \* VEHICLE TYPE CODE

0 = PASSENGER CARS AND 4 TIRE TRUCKS      4 = TRACTOR-TRUCK OR SEMI-TRAILER - 4 AXLES  
 1 = SINGLE UNIT-2 AXLE-6 TIRE TRUCKS      5 = TRACTOR-TRUCK OR SEMI-TRAILER - 5 AXLES  
 2 = SINGLE UNIT-3 AXLE TRUCKS              6 = BUSES AND TRUCKS WITH TRAILERS  
 3 = TRACTOR-TRUCK OR SEMI-TRAILER- 3 AXLES

Basic Data, Method and Assumptions

Basic data includes 1962 and 1971 ADT on the project location. The 1962 ADT are based on 24 hour weekday volumes counted in April, 1962. The 1971 ADT are based on 48 hour hourly machine counts made in January, 1971.

The 1962 counts and the 1971 counts were seasonally adjusted to 1962 and 1971 ADT. The 1962 and 1971 ADT were combined with the historical ADT for the study area to produce the 1992 ADT at the corporate limits of Cannon Falls. The 1992 ADT in Cannon Falls were developed through combinations of the trends in ADT at the corporate limits, the seasonally adjusted January, 1971 counts made within Cannon Falls, and the Cannon Falls population trend.

The DHV was obtained by relating hourly counts recorded on TH 19 to the hourly records and DHV recorded for the continuously operated traffic counting machine situated on TH 52 north of Rochester.

The 1992 HCADT is based on a 1971 vehicle classification count taken on the project location on January 13, 1971. The 1971 HCADT was projected to 1992 HCADT using Statewide vehicle type trends.